WHAT IS CLAIMED IS:

1. A method for controlling a drive train of a motor vehicle having a wheel slip control system (15) and an automatic transmission (12) having a clutch (11), the clutch capable of being opened and closed, characterized in that the automatic control system is controlled based upon a signal generated by the wheel slip control system.

2. The method according to claim 1 characterized in that the automatic transmission (12) is controlled by controlling the closing of the clutch (11).

3. The method according to any of the preceding claims characterized in that the signal indicates that a friction coefficient (μ) between a vehicle wheel (13) and a roadway surface is lower than a predetermined friction coefficient value (μ_o).

4. The method according to any of the preceding claims characterized in that the signal is indicative of a current engine speed (N_{Mot}).

5. The method according to any of the preceding claims characterized in that the automatic transmission is

controlled by adjusting the engine speed (N_{Mot}) and/or by controlling the closing of the clutch (11).

6. The method according to claim 5 characterized in that the engine speed (N_{Mot}) is adjusted to more closely approximate a target engine speed value (N_z).

7. The method according to any of the preceding claims characterized in that the automatic transmission (12) is controlled when a vehicle speed (N_{Mot}) is less than a predetermined vehicle speed (N_z) and an elapsed time since vehicle start (T_E) is greater than a predetermined time value (T_0).

8. The method according to any of the preceding claims characterized in that the automatic transmission (12) is controlled when a vehicle speed (N_{Mot}) is less than a predetermined vehicle speed (N_z) and an elapsed time since wheel spinning start (T_E) is greater than a predetermined time value (T_0).

9. The method according to any of the preceding claims, characterized in that the automatic transmission (12) is controlled when a vehicle speed (N_{Mot}) is less than a predetermined vehicle speed (N_z) and a number of wheel spinning periods is greater than a predetermined number of

wheel spinning periods.

10. The method according to claims 1, 2, 7, 8, or 9, characterized in that the automatic transmission (12) is controlled when a vehicle speed (v_v) is less than a predetermined vehicle speed (v_{v0}) and a number of slip cycles of the clutch exceeds a predetermined clutch slip cycles.

11. The method according to any of the preceding claims characterized in that the automatic transmission (12) is controlled by increasing an engine speed (N_{Mot}) and by controlling the closing of the clutch.